



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, DC

NOTICE

Served: March 1, 1999

U.S.-Russia Charter Opportunities

On January 22, 1999, the United States and Russia signed a Memorandum of Consultations (MOC) and initialed a set of Annexes that provide a new framework governing air services in the U.S.-Russia market. The MOC also noted the intentions of each Party to permit immediately, on the basis of comity and reciprocity, operations consistent with the terms of the Agreement.

This notice deals with those portions of the Annexes that provide for new charter opportunities available for U.S. carriers between the United States and Russia.

The Annex provides that for the 1999 charter year (January 22, 1999, through January 21, 2000), U.S. carriers may operate:

- A. **80** round-trip **all-cargo** charters on a North Atlantic routing and **80** round-trip **all-cargo** charter flights on a North Pacific routing.
- B. **150** round-trip **passenger/combination** charter flights on a North Atlantic routing and **150** round-trip **passenger/combination** charter flights on a North Pacific routing.

In order for the Department to meet its obligations under the new Annexes, we will provide to the carrier a "Notice of Consistency" for each charter flight or program U.S. direct air carriers will operate in the U.S.-Russia market. The carrier should include the Notice of Consistency in its application to Russia for charter flight approval. Therefore, to ensure that U.S. carrier charter interests are efficiently and equitably accommodated within the agreed numerical limits, we are requesting that U.S. carriers comply with the following requirements.

As soon as arrangements are firm for operating a charter flight to or from Russia, U.S. carriers should notify the U.S. Air Carrier Licensing Division (X-44), Office of International Aviation, in writing so that we may provide the carrier with a Notice of Consistency acknowledging its right to perform the charter operation. All submissions

should include, at a minimum, the following information: (a) type of charter--passenger/combination or all-cargo; (b) the number of flights to be operated¹ (c) flight dates, (d) the charterer(s), (e) the city-pair markets involved by direction, and (f) the type of aircraft to be used.

Unless confidential treatment is sought in accordance with the Department's rules, all information supplied in response to these requests will be available for public inspection in the U.S. Air Carrier Licensing Division.

The information requested here does not relieve U.S. carriers of their obligation to file a separate notification of proposed charter flights with the Russian authorities, as required under their regulations. Further, as these charters are subject to country-of-origin rules, we recommend that carriers contact the Russian authorities to the extent that they may wish to operate Russia-originating flights. For further clarification of Russia's procedures, carriers should communicate directly with the Federal Aviation Authority of Russia.

We hope to accommodate U.S. carrier operations within the limit set forth in the new Annexes. In the interest of deriving maximum benefit for U.S. carriers, travelers, and shippers, we will seek to assure that Notices are given only to direct air carriers for flights actually to be operated. The staff may require operating carriers to produce contracts or other additional information about the flights they will operate. In the unanticipated event that the charters actually to be operated should approach or exceed the number available, it may be necessary for us to institute further procedures to ensure that U.S. carriers are afforded a fair opportunity to participate in the U.S.-Russia charter market.

We will serve this notice on all U.S. certificated air carriers.

By:

PAUL L. GRETCH
Director
Office of International Aviation

(SEAL)

Dated: February 24, 1999

*An electronic version of this document is available on the World Wide Web at
http://dms.dot.gov/reports/reports_aviation.asp*

¹ Although the Annex refers to round-trip charters, a one-way flight will count as one flight under the terms of the quota. Humanitarian charters are not included in the quota. Such flights, however, must be approved on a case-by-case basis by the Department and Russian authorities.